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RESERVE FUND ... 20,000,000
CAPITAL CONTRIBUTED BY THE
CHINESE GOVERNMENT ... 10,000,000
RESERVE FUND ... 1,750,000

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THE EMPIRE'S EXPORT PORTS.

LIVERPOOL AND THE BRITISH EMPIRE EXHIBITION.

[BY THOMAS BONE (CHAIRMAN OF THE MERSEY DOCKS AND HARBOUR BOARD).]

For the first time there is being held in London a British Empire Exhibition where, for about six months, the resources and opportunities of the Empire will be displayed on a scale as yet unprecedented. To it will undoubtedly be attracted a great number of travellers both from the British Dominions overseas and from foreign countries.

An occasion like this should not be passed over by those who are interested in the general development of our Great Empire. The Mersey Docks and Harbour Board has availed itself of the opportunity thus afforded of bringing the facilities of its Port before those interested in the Empire's commerce. It is represented at the Exhibition by a display showing the principal features of the Port and through an information bureau where details regarding its facilities and trade will be obtainable.

The Port of Liverpool has earned for itself a proud position amongst the world's premier ports. Through its port passes one-third of the overseas traffic of the United Kingdom. It occupies the premier place in the list of British Ports in the Export trade of this Country. It is the channel to and from a large part of industrial England, which contains a population well in excess of 20,000,000. This area—the Midland and North of England—must necessarily look for a large proportion of its supply of foodstuffs and raw materials from overseas and consequently requires port facilities on a large scale through which its requirements may be satisfied. It also requires an outlet for its manufactures, which are exported to all parts of the World.

The Liverpool Docks, accessible to the largest steamers in the World, have a water area of 600 acres and a quay length of some 37 miles. All the principal quays are connected with the main trunk lines of Britain by rail, and the whole Dock Estate is covered by numerous great goods stations which enable Liverpool to secure the utmost despatch from the ship to the inland centres of the Country. The Port is self-contained in that every need of shipping can be met and every type of cargo handled.

Not only is the Port designed in order to meet the demands of today, but in anticipation of still greater demands in the future, the Board is providing new accommodation far in advance of the requirements of the present time. Works are in hand for the provision of new Docks, Sheds, etc., at a total cost of £7,500,000. There are at the present time in the Port 22 Graving Docks for the use of Shipowners. Mechanical Appliances Electric and Hydraulic, are installed, and are constantly being added to, for the rapid and economical handling of all classes of cargo. The Floating Crane is a feature of the Port, and can deal with weights varying from 25 to 200 tons.

Livestock are provided for the landing of cattle, including slaughter-house accommodation for 3,400 head of cattle and 2,000 sheep per day, together with chill rooms for 3,350 carcasses, this constituting the largest livestock and fresh meat market in the country. Regular cargo and passenger sailings are established to all parts of the World, a unique floating landing stage 2,500 feet in length by which ocean travellers to or from all parts of the Kingdom can pass under cover between ship and train within five minutes exists for the embarkation and disembarkation of ocean passengers. There are Bunkering facilities, both for Coal and Oil Fuel; the coaling appliances (22 in all) are capable of coaling vessels at rates up to 300 tons per hour; and a jetty for the distribution of Oil in bulk is connected with storage capacity of 140,000 tons. By means of this Jetty the loading, discharging and bunkering of vessels and barges with oil can be accomplished speedily without the vessel entering dock, whilst ample facilities are provided for land distribution by road or rail.

The Board have large warehouses for the storage of all kinds of goods, amongst the principal being the Stanley Tobacco Warehouse, which has a floor area of 35 acres all under one roof, the largest of its kind in existence. The Board provides storage accommodation for Grain to the extent of some 60,000 tons, for Colonial Wool 80,000 bales, for East India Wool 150,000 bales, for Tobacco 95,000 tons and for General Produce 70,000 tons. In addition to this storage there are private Warehouses with a capacity of 1,500,000 tons and Cold Storage of 9,222,000 cubic feet with a capacity of 60,000 tons.

The Milling Industry of the Port of Liverpool is the second largest in the World and is only exceeded by that of Minneapolis, U.S.A. The importance of Liverpool in the Cotton, Tobacco, Provision, Corn, Fruit, Timber, and Sugar Trades is known all over the world. It may be interesting to point out that the first dock in the world was built in 1715 at Liverpool, since when its example has been universally followed, at all events at those ports where there is any appreciable rise and fall in the tide. That original dock has, during the many intervening years, grown into the magnificent system of docks now existing at Liverpool and Birkenhead. The Port has not been content to rest on its achievements, but is ever extending its all round facilities.

Liverpool has always been a pioneer in those directions which have meant so much to the progress of commerce and civilisation. For instance, the first railway constructed in England was built between Liverpool and East Lancashire; the first canal cut in England joined Liverpool with the Lancashire towns of St. Helens; the first steamship to cross the Atlantic sailed from this Port.

(Continued on next column.)

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THE ALLAHABAD BANK LTD.
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MICHELIN TYRES.

Keep tyres pumped up to correct pressure for the load they have to carry. We can tell you what this should be.

When tyres are under inflated there is continual internal friction between the foundation cord and the rubber, causing overheating of the tyre and consequent rapid deterioration.

Water can also enter causing rust, resulting eventually in the rims having sharp edges which cut the walls of the tyre near the bead.

Most cars in Hongkong run on under inflated tyres with the above disastrous results.

Have your wheels examined front and rear for trueness and tracking alignment. If they are at fault in this respect the tread of the cover is subject to a grinding action which quickly destroys the cover.

Keep tyres free from oil and grease.

Start and stop gently and take corners slowly.

Lastly buy MICHELIN tyres from us and follow the above advice and tyre satisfaction is assured.

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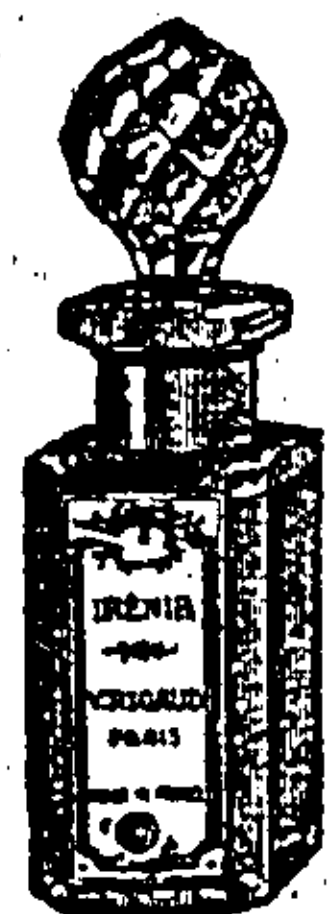
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"LILAS RIGAUD"

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VICENTE ATIENZA,
18, NATHAN RD., KOWLOON. TEL. K-155.**CHINESE BONDS
QUOTATIONS.**LONDON STOCK EXCHANGE
COMMUNIQUE.

The Committee of the Stock Exchange, on March 31st, issued a further communique with reference to the restrictions imposed by the Chinese Government in connection with the service of certain loans issued in Germany. The following is the text of the communique:

With reference to the information published in the Press on December 12th, 1923, the Committee for General Purposes has given instructions for the quotations of the undermentioned loans to be automatically removed from the Stock Exchange Daily Official List of May 2nd unless the Chinese Government fully resumes the service in respect of the bonds in question:—
Chinese Five per cent. 1896 Loan.
Chinese Four and a-half per cent. 1896 Loan.
Chinese Hukwang Five per cent. 1911 Loan.

The Committee on December 12th last, in a communique, intimated that it had under consideration the question of the retention in the Official List of the securities of foreign Governments, who, without any arrangement with their bondholders, had since the conclusion of peace withheld payment of certain coupons.

From notices which had been published in the Press, the Committee had learned that unless certain special declarations had been signed by the presenter of the coupons and bonds, the Chinese Government declined to pay either interest or principal to the holders of bonds issued in Germany of the above-mentioned Chinese Government Loans.

The Committee informed the agents that unless the terms of the issue of the bonds in question were carried out in full, they would not in future grant a quotation to any new issue of the Government, and further, that unless a satisfactory answer was received, they would take into consideration the removal from the Stock Exchange Daily Official List of such of the loans already quoted as contained bonds whose coupons had not been met in accordance with the terms of the issue.

AYER PANAS RUBBER ESTATE.

The fourteenth yearly report of the Directors of Ayer Panas Rubber Estate Ltd. for the year ended January 31st, 1924, states that the profit for the year amounts to \$74,940.72, balance brought forward from previous year \$85,207.82, less 5 per cent. interim dividend \$37,500, leaving a balance of \$109,648.55, which they recommend be dealt with as follows:—Payment of a final dividend of 5 per cent. (making 10 per cent. for the year) absorbing \$37,500, carry forward to next year's account \$69,148.55. During the year a new smoke shed and a set of cooling lines were erected. The output for the year was 468,788 lbs. The all-in-cost was 34.57 cents per lb.

**GERMAN TRADE IN CHINA.
REGAINING THE OLD PRESTIGE.**

The Peking correspondent of one of the London papers writes:—

One of the notable features of commercial life in China to-day is the fact that the Germans are sending small companies of commercial salesmen not only into the treaty ports but throughout the interior, with the result that German goods, particularly chemists' supplies, are to be found in nearly every shop one enters.

The Germans have penetrated far into the interior with their goods, and as they have lost their extraterritorial rights in China they operate under Chinese jurisdiction and are apparently not unpopular.

Their idea, as gleaned from one of the German Legation staff, is that while American firms are meeting trade difficulties by withdrawing their forces from China and closing their branch offices, and while the British firms are making a fight to maintain their prestige and at the same time collect outstanding debts, Germany has a chance to branch out and regain that commercial prestige which she once enjoyed in the Far East.

The Germans are granting abnormally generous credits, and the Chinese are taking advantage of the fact. The money that provides for this credit is money which was before the war invested in Russian gold roubles, for the most part, and invested or left in banks under various names when China declared war on Germany.

The interest on these sums was not inconsiderable.

**HONGKONG SHARE MARKET
CLOSING QUOTATIONS.**

May 1st, 1924.	
Hongkong and Shanghai Banks	\$1.175 a.
Canton Insurance	\$1.20 b.
Union Insurance	\$2.42 a.
Hongkong Fire Insurance	\$3.35 b.
Douglas Steamships	\$3 a.
"Star" Ferries	\$3 a.
China Sugar	\$20 a.
Kowloon Wharves	\$1.68 b.
Whampoa Dock	\$1.51 b.
Hongkong Land	\$1.08 a.
Hongkong Hotels	\$18 (old) 112 (new) a.
Humphreys Estates	\$2.7 a.
Two Canton Mills	\$1.10 b.
Cement	\$23 (old) 53 (new) b.
Hongkong Ropes	\$29 cum all b.
Dairy Farms	\$22 a.
Waterboats	\$1.64 b.
Hongkong Electric	\$35 nominal.
China Lights	\$15.50 (old), 89 (new) a.
Hongkong Tram	\$33 b.
Pearl Tramways	\$17.2 b.
b.—buyers; a.—sellers; sa.—same.	

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that will give you the Utmost SATISFACTION in every point of EXCELLENCE is

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Armour's "Veribest"

Frankfurter Sausage \$1.00 per tin

Do. \$11.00 per doz.

Vienna Style Sausage \$0.55 per tin

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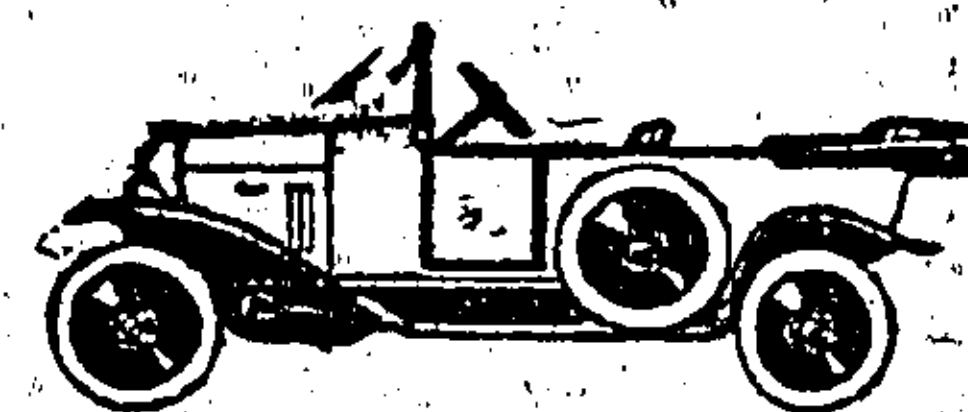
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MAY 2nd to 5th,

at 2.30, 5.15, 7.15 and 9.15 p.m.

2.30 and 7.15 p.m.	Box \$7.20 (6 seats),	Dress Circles 80 cts.	Stalls, 50 cts.	2nd Class 30 cts.
5.15 p.m.	" \$9.00 "	" \$1.00 "	" 70 "	" 40 "
9.15 p.m.	" \$12.00 "	" \$1.50 "	" \$1.00 "	" 60 "

SUNDAY MATINEE at 6 p.m.

BOX, DRESS CIRCLE AND STALLS CAN BE BOOKED AT THE THEATRE.

White Trousers



Made to your individual measure of reliable materials which are thoroughly shrunk before being cut, thus ensuring the minimum of shrinkage in washing.

Cream Fine Gabardine	\$16.50, \$19.50
Cream Light Weight Serge	\$16.50
Cream Serge with Not	\$19.50
Blue or Grey Stripes	\$14.50
Cream "Vivella" Flannel	\$14.50

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Taste.

PRICE: \$1.95 YARD.

GOOD SERVICE FROM EVERY POINT
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LOCAL SPORT.

POLO.

**SUBMARINES WIN LADY STUBBS
CHALLENGE CUP.**

A series of interesting one-chukka polo matches were played on the Polo ground, Causeway Bay, yesterday afternoon, when four teams competed for the Challenge Cup presented by Lady Stubbs.

The teams were: The 4th Submarine Flotilla, R.N., the Army, the Mounted Infantry (Defence Corps) and the Freebooters. The conditions of play for the Cup are that the winning team will hold the cup until challenged and defeated by another team. Challenges for the cup may subsequently be issued once every month and challenging teams may not have a higher aggregate handicap than six goals. A forfeit of \$20 will be paid into the Club funds by a challenging team failing to defeat the holders of the cup. The games were witnessed by a large number of friends of the members, and considerable interest was taken in the three matches played. The successful team was the Submarines, the sailors, as Mr. John Fowler termed them, in a most lively speech made afterwards at the close of play.

The first match played was that between the Mounted Infantry and the Army, the teams turning out as follows: Army—Lieut. Studden, R.F.A., Lieut. Cobbold, R.F.A., Lieut. Davies, R.F.A. and the B.E. the G.O.C. Submarine Flotilla—Mr. Mackenzie, Mr. Macnamara, Mr. Potts and Mr. Palmer. The Army won by one goal to nil. Lieut. Cobbold being the scorer.

The second game was between the Submarine Flotilla and the Freebooters. The teams were: Submarines—Lieut. Sprague, R.N., Lieut. Flemming, R.N., Lieut. Com. Wolrych, R.N., and Lieut. Cor. Lake. Freebooters—Midshipman Fore, R.N., Mr. St. Lawrence, Mr. Stanton and Capt. Neville, R.N.

The Submarines won by three goals to one, the scorers being Lieut. Sprague (2), and Lieut. Com. Lake for the Submarines, and Captain Neville for the Freebooters.

The final game was between the two winning teams, the Submarines and the Army. The Submarines won by one goal to nil. Lieut. Sprague again being the scorer.

At the conclusion of the polo matches H.E. the G.O.C. called upon Lady Stubbs to present the cup to the winning team. Sir John Fowler said the cup had been presented by her Ladyship. The conditions of play for the cup, he announced, were that it was open for competition for all teams whose handicaps did not exceed six, and the winning team was open to be challenged a week after they had had the honour of winning it.

The sailors, His Excellency added, had been successful in winning it for the first time but he ventured to say that they would have to fight hard to keep it.

The proceedings closed with cheers for Lady Stubbs.

TENNIS

G. R. More (3-6) defeated E. G. Lammert (4-1) in the semi-final of the handicap singles "B" by two straight sets. The scores were: 6-1, 6-1.

LAWN TENNIS LEAGUE.

The season opens on Saturday. Three matches will be played in the First Division and seven in the Second.

First Division.—Hongkong C.C. v. Chinese R.C.; United Services v. Indian R.C.; Kowloon C.C. v. University.

Second Division.—Chinese R.C. v. A. v. Craigengower v. A. v. Club de Recreation v. University; Kowloon C.C. v. Craigengower v. B. v. Indian R.C. v. A. v. Kowloon v. B. v. Indian R.C. v. A. v. Civil Service v. Netherlands T.C. v. United Services; Hongkong C.C. v. Chinese R.C. v. B.

THE NAVAL BASE.

SIR IAN HAMILTON'S VISIT TO SINGAPORE.

General Sir Ian Hamilton, speaking at Reading, emphasised that the Singapore base was essentially a land question, and said that it might help to calm the public mind, especially in Australia and New Zealand, if he reminded them that he was sent in November, 1912, as Inspector-General of Oversea Forces, with a full staff, in order to help the Government of the day to make up their minds regarding Singapore docks. In reports he presented that very day that as tension in Europe relaxed, so great Powers would turn their attention to the Pacific.

He forecast that Singapore would become the key position, and should therefore be strengthened immediately, even if it meant withdrawing troops from China, and raising a force of Malay militia. The garrison at that time was not strong enough to hold Singapore. Even though there were changed political factors—firstly, termination of the Japanese Alliance; and secondly, the Japanese earthquake—the question remained largely a land question. Japan could not embark upon a military expedition in the Antipodes unless she got hold of a dock for modern battleships at Trincomalee.

"The United States," he said, "cannot move a battle fleet into the Yellow Sea, unless she holds a dock at Singapore. Why offer so horrible a temptation to the general staffs of any nation as docks for modern battleships at Singapore without a big land force to protect them? Why, anyhow, do it when Japan may think quite erroneously that she is being squeezed because there happens to have been an earthquake?"

A DEAL IN GLASS.

JUDGMENT FOR PLAINTIFF.

In the Summary Court, yesterday morning, Mr. Justice Dyer, gave judgment in a case in which Ho Ching and Ho Ching Kee claimed \$300 damages from the Wing Tai firm in respect of the latter's failure to deliver to plaintiffs 250 cases of glass, part of a consignment of 500 cases, purchased by the defendant for the plaintiffs from Messrs. Carlowitz and Co.

His Honour said he had been asked to decide whether the tender made on January 7th was valid and whether there was a contract with the defendant to buy back 125 cases. He was not satisfied that there was a contract. With regard to the validity of the tender, there were many cases to support the contention that actual production of money could be dispensed with if the sum was refused. In this case there was evidence that plaintiff offered the sum and that defendant said he would not take it because he was not dealing with Tai Wai-chai. On that ground the tender was not bad. The next contention was that the letter of January 7th was conditional because it said "and to call upon you to furnish," etc. In his Lordship's opinion this did not amount to a condition. It was admitted in the case that delivery was not to be made before payment, and the contract appeared to have been one in which the parties contemplated delivery to be simultaneous. The request for the delivery order was a request that the other party should fulfil his part of the contract.

His Lordship gave judgment for the plaintiff for his claim and costs.

CHINA'S PRESENT

CONDITION.

PROMISING SIGNS FOR FUTURE PROSPERITY.

A significant summary of the opinions of leading Chinese is given in the *Chinese Recorder* for April. It is as follows:

Growing national consciousness and inter-provincial solidarity.

A strengthening of public opinion against militarism and corruption in public office. The authorities are paying more attention to the growing articulation of public opinion.

A spreading desire to hear Western lecturers, form study societies and translate literature. All bringing a widening of the public point of view.

There is a rising appreciation of the necessity of character as essential to the life of individuals, families and society.

The thinking classes see religion as a force tremendously needed by China. This includes an appreciation of Christianity among non-Christians which expresses itself not only in less opposition but also in actual sympathy.

Growing promotion of education, and the now strong popular increase in female education. The rise of indigenous universities within recent years such as Amoy University, North Western University of Manchuria, South Eastern University, Hangchow University and Canton University. All indicate a demand for higher education.

The more progressive young people of superior training are taking up education of all grades as a profession. Greater individual and public interest in social conditions and problems from a practical viewpoint.

Increase in the number of intelligent progressive young men taking up business as a profession for personal gain and public benefit.

A steady growth towards harmony and co-operation among public organizations. National Educational Conference, Chamber of Commerce, with joint meeting of both these in different provinces.

The ever growing articulation of the Chinese Church-workers of the different dominations co-operating with more consciousness of their interdependence in making the work of the Church a success. To make the Chinese Church genuinely independent is a motive and aim coming rapidly into first place.

THE U.S. NAVY IN CHINA.

ADMIRAL WASHINGTON'S PLEA FOR MORE SHIPS.

Speaking at an American Legion dinner to Shanghai last week, Admiral Washington, commanding the Asiatic Fleet, made a strong plea for the active support of the civilian population of China for co-operation in securing more ships for the China service. It was up to the American business man in China, to demand strenuous efforts of the legislators of his own district at home for what was most urgent they could maintain the prestige of the flag and the pre-eminence position of their commerce. Admitting that it seemed probable that six shallow draught gunboats, at the most, might be procured through the present Congress, he insisted that these ships were not for war but for peace, they would not be worth a snap of the fingers in an engagement with a first class power.

Admiral Washington added that in addition to these vessels for China river work, the Navy urgently required not least 40 light cruisers to act as the eyes of the battle fleet, if the American Fleet was to keep the proper ratio with other signatories.

Referring to the War, the speaker stated that to the opinion of most military men, himself included, it would have been much better for the world as a whole if the Armistice had not come just at the time when it did, but the Germans had so completely fooled the Allied commanders including Marshal Foch, himself, that the break came before they had prepared for it diplomatically.

Unbelievably Gorgeous, with one Mighty Spectacle after Another. The Eye is never tired nor is the Imagination sated by the Screen presentation of **VICTOR HUGO'S Famous Story**

THE HUNCHBACK OF NOTRE DAME,

for woven into the amazing tapestry of the Middle Ages is an absorbing drama, the warp of which is the Great Cathedral of Notre Dame, and the woof scintillates between the glittering court of Louis XI and the squalid savagery of the Kingdom of the Beggars. While overshadowing all, mighty as the Cathedral itself, is the wonderful acting of **LON CHANEY as QUASIMODO.**

THE HUNCHBACK OF NOTRE DAME

is Now Showing Daily at

2.30, 5.15 and 9.15 p.m. at

THE CORONET.

THE BEN LINE STEAMERS, LIMITED.

FROM ANTWERP, LONDON AND STRAITES.

"The Steamship 'BENVOLICH'."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and for extra hazardous risk into the Hongkong and Kowloon Wharf and Godown Co., Ltd., wharves, and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th May, 1924, will be subject to suit.

All Claims against the Steamer must be presented to the Underwriters on or before 14th May, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 5th May, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 30th April, 1924. [725]

NOTICE TO CONSIGNEES.

AMERICAN AND ORIENTAL LINE.

FROM NEW YORK.

THE Steamship "COMERIC" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns and for extra hazardous risk into the Hongkong and Kowloon Wharf and Godown Co., Ltd., wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 5th May, 1924, will be subject to suit.

All Claims against the Steamer must be presented to the Underwriters on or before the 14th May, 1924, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 5th May, at 10.00 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 29th April, 1924. [721]

S.S. "ANDRE LEBON."

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE, LES, &c., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong, Kowloon Wharf and Godown Co., Ltd., Kowloon, where delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Underwriters. Goods remaining undelivered after the 5th May, 1924, at Noon, will be subject to suit and landing charges.

All Claims must be sent in to me on or before the 5th May, 1924, or they will not be recognized.

All damaged packages will be examined on Monday, the 5th May, 1924, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire insurance has been effected.

R. RODENFUSER, Acting Agent, Hongkong, 29th April, 1924. [722]

ALLIES.

All Discriminating

Smokers

and the

HONGKONG CIGAR STORE LTD.

BOWERN & CO.,

No. 5, MURDOCH ROAD, SHANGHAI.

Member, British Chamber of Commerce (Shanghai), Mr. T. W. BOWERN, Fellow of the Institute of Chartered Shipbrokers, Incorporated by Royal Charter, London.

STEAMSHIP AGENTS AND SHIPBROKERS. For the Purchase, Sale and Charter of Vessels of any Tonnage, Passenger and/or Cargo, New and/or Old, with delivery China at Very Low Prices.

SALVAGE OPERATIONS, MARINE SURVEYORS, AUCTIONEERS, COAL MERCHANTS, FREIGHT BROKERS, METAL MERCHANTS, Machinery for Sale, New and Old in First Class Condition.

IMPORTERS AND EXPORTERS, SHARE-BROKERS (Members, Shanghai Share-Brokers' Association).

SOLE AGENTS FOR CHINA—GREEN'S PATENT ANCHORS, SAMUEL WARREN & CO., LTD. (Shanghai), High-Class Steel Manufacturers (Tank Brand).

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SANITARY ENGINEERS, MONUMENTALISTS, &c.

OFFICES & 98A, WANCHAI ROAD, GODOWNS.

TEL. No. 265. HONGKONG.

ALL KINDS OF BUILDERS' REQUISITES IN STOCK.

Soil, Vent and Rain Water Pipes Floor and Wall Tiles. Baths, Basins. Bath Fittings. Waterheaters for Gas, Oil or Coal Fuel. Also A Few Chip Heaters.

OPEN AND CLOSED GRATES, COOKING RANGES.

ESTIMATES FREE FOR ALL SANITARY INSTALLATIONS, HOT WATER SYSTEMS, &c.

GENERAL REPAIRS PROMPTLY ATTENDED TO.

Specialists in Monumental Work—Cut in Italian Marble or Hongkong Granite.

JUST RECEIVED: A SHIPMENT OF ITALIAN MARBLE FLOOR TILES.

Prices on Application.

ARTIFICIAL WEATHERS—FROM 8" to 15" DIAMETER IN STOCK. [748]

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes—YI.

TO LET—Immediately, UNFURNISHED FLAT on the PRINCE. Three large Rooms, Two Bathrooms, Kitchen, etc. Rent, \$175 per Month. Apply—Box No. 27, c/o Daily Press Office.

WANTED Competent STENO-TYPIST. Please state in writing Experience. Apply—Box No. 25, c/o Daily Press Office.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1923. With Index. Price—\$7.50. On sale at the Hongkong Daily Press Office.

SEQUEL TO RECENT MOTOR-CAR COLLISION.

WELL-KNOWN RESIDENT SUES FOR DAMAGES.

CHINESE DEFENDANT FAILS TO APPEAR.

As a sequel to a motor-car collision on the Praya East when Mr. D. Templeton's Morris Cowley car was badly smashed up in a collision with a motor-lorry alleged to belong to a Chinese named Ying Yuen, Mr. Templeton, who is the Manager of the Taikoo Sugar Refinery, brought an action yesterday against Ying Yuen as owner of the lorry. The action which was heard before the acting Chief Justice (Mr. Justice Gumpert), was for damages done to Mr. Templeton's car through the negligence of the defendant's driver.

When the case was first called, on March 28th the plaintiff was given leave to commence or part as the defendant did not put in an appearance. Liability had been admitted in the form of a letter and also by default of pleading his admission. The defendant, it appears, wrote a letter on the 21st March, stating that he had been out of the Colony since December 10th to March 10th. On his return he understood that one of his lorries, engaged in transporting sand, was that referred to, and that the collision was due to the carelessness of the driver, causing slight damage to the plaintiff's car. The defendant added in the letter that he was trying to raise money to pay compensation.

Mr. Campbell Prosser, for the plaintiff, said that Mr. Templeton's car, at the time of the collision was being driven along the Praya East. Mr. Templeton at the time was in the car, which was proceeding at a moderate speed. At Tin Lok Lane there was a stationary tram-car, which rather obstructed the view of the driver. The defendant's lorry came out from behind the stationary tram and bore right across the road in the path of Mr. Templeton's car. The chauffeur applied his brakes so sharply that Mrs. Templeton was thrown forward and was fortunate in not being thrown out of the car. The chauffeur was unable to avoid the subsequent collision with the lorry which crashed into the off-side of the car near the front wheel.

Mr. David Templeton, giving evidence, said the car was a Morris Cowley, bought in June 1921 in England for £500. He estimated the damage to him at the same figure (£500), because the car was not worth repairing. He had not ascertained the marketable value of the car. A new car of the same type was advertised at £185, but he thought they were not so good. In addition to this it would cost £50 to bring such a car out from Hulle.

Mrs. Templeton described the accident, corroborating Mr. Prosser's outline. "I thought I was going to die," added Mrs. Templeton. "I have never had such a narrow escape before."

Mr. James Smith, of the Kowloon and Canton Railway, told the Court he saw the car about a week after the accident and estimated its value then at \$500. It would cost \$1,250 to repair it.

The case was adjourned to the afternoon for police evidence to be called as to the ownership of the lorry.

Traffic Sergeant Alexander proved that lorry 573 was licensed by King Yen Loong, 89, Parke Street, Yaumati, up to December 1923. The lorry was registered in an individual's name and not in the name of a firm.

His Lordship expressed the opinion that the police evidence did not carry Mr. Prosser's case much further.

Mr. Prosser said that service of the writ was carried out at the address stated. He also had sent a letter to the Ying Yuen firm at that address, and a reply had been received from the defendant's solicitor.

His Lordship examined the letters and pointed out that these did not prove ownership of the lorry.

Mr. Prosser said they had it in evidence that the name "Ying Yuen" was painted on the side of the lorry. "We cannot go much further than that, can we, your Lordship?"

His Lordship: You have got to prove ownership to prove liability and this you have not done. "There are plenty of ways of proving ownership," hinted the Chief Justice.

His Lordship said that there was no appearance for defence and he was prepared to give judgment for the plaintiff for \$1,250 and costs.

PEAK TRAMWAY COMPANY SUED.

ALLEGED CASE OF WRONGFUL DISMISSAL.

TICKET COLLECTOR AS PLAINTIFF.

A case of some interest was opened in the Summary Court yesterday afternoon, before Mr. Justice Dyer Ball, when Li Shi, a former ticket collector, sued the Peak Tramway Co. Ltd., for one month's wages, amounting to \$30, in lieu of notice.

Mr. K. L. Lo appeared for the plaintiff and Mr. H. C. Macnamara represented the defendant Company.

According to the statement of claim, the plaintiff made a verbal contract with the defendant Company to serve as a ticket collector at a salary of \$30 a month, service to be determined by one month's notice on either side. The plaintiff served with the Company until March 2nd, of this year, when defendants, although no such notice was given on either side, dismissed the plaintiff and refused to allow him to remain in its service.

Mr. Lo submitted the onus was upon the defence to justify dismissal in view of the letter written by the defendant's solicitors stating their reasons for their action.

Mr. Macnamara accepted the position that the burden of proof was on the defence. The plaintiff was in the service of the Peak Tramway Co., and in the ordinary way would have been entitled to reasonable notice. The Company was quite prepared to justify the dismissal of the plaintiff.

He went on to explain the system under which ticket collectors and other members of the staff of the Peak Tramway Co. were employed. They were on duty for periods of 24 hours. They went on duty at 11 o'clock in the morning until the same hour the following morning. They were not on duty for the whole of the time because the last car to the Peak was at 12 o'clock midnight and the service did not commence again until 7 o'clock the following morning. It would be seen, therefore, that the men had opportunity for rest.

The defendant left his duty quite properly, continued Mr. Macnamara, at 11 o'clock on Thursday, 29th February. He was due to go on duty again at 11 o'clock on the Friday morning, the 1st. About an hour before he was due to begin ticket collecting, he sent a message to the Tramway Co. that he would not be able to go because his mother was ill. He did not ask for leave and gave no reasonable warning that he was going away. Not only that, he not tell the Company when he was likely to return and he gave no indication at all that he was going back. Subsequently Mr. Scott, the Superintendent of the Company, had to engage someone to act as collector on the car. A new man had to be hastily instructed in his duties and both Mr. Scott and the Chief Inspector, Mr. Andrews, were put to an enormous amount of trouble. Saturday also passed without a single word from the plaintiff, and nothing was heard from him until March 2nd when the Chief Traffic Inspector happened to meet the plaintiff on the Kowloon ferry and told him that he had better go back and see Mr. Scott. When the plaintiff saw Mr. Scott he was told that his place had been filled and that he could not be taken back.

Mr. Macnamara said the matter was not question of \$30, but the proper and efficient working of the tramway. The only hold the Peak Tramway Co. had over their servants was the legal remedy of not paying their wages if they went away without leave. The Company was taking up this stand upon its legal rights because it was the only way in which they could secure the efficient carrying on of an important public service.

Mr. L. G. Scott, Superintendent of the Peak Tramway service, gave evidence bearing out Mr. Macnamara's opening statement. Cross-examined by Mr. Lo, reference was made to some recent trouble with the Company's servants and Mr. Scott mentioned that on the night of the 23rd and 24th of February one of the ticket collectors absconded with a sum of money. It had also been discovered that other old employees of the Company had been giving fictitious addresses and could not now be found.

In answer to his Lordship, Mr. Scott said that Company had taken on new collectors but before a collector was now employed he must must his photograph taken.

Further evidence for the defence was called, after which Mr. Lo submitted that the defendants had not by law justified their action in dismissing the plaintiff. On reading the correspondence there was no mention of wilful disobedience of an order. There had not been any evidence of this and the only justification for instant dismissal was wilful disobedience of an order. Absence without leave did not necessarily involve wilful orders. He urged that there had been no wilful disobedience.

The case was adjourned sine die, his Lordship intimating that he would have to consider the point raised.

FIGHTING NEAR BRITISH FRONTIER.

SHUM CHUN CHINESE SEEK

Fighting forces are reported to be operating near the British frontier. As a consequence about a hundred Chinese residents of Shum Chun yesterday came over the border into British territory for protection.

INDIAN GUARD SENT TO PRISON.

A SERIOUS OFFENCE.

The hearing was continued at the Marine Court yesterday of the case in which an Indian ship's guard, named Mohammed Khan of the s.s. *Ying Chiao* (China Navigation Co.) was charged with that by reason of drunkenness he unlawfully committed to do certain lawful acts, proper and requisite to be done by him, thereby tending to endanger the lives or limbs of the persons on board the ship while on a voyage from Shanghai to Hongkong.

His Worship had adjourned the case on the previous afternoon because he desired further evidence of drunkenness before he could convict.

Further evidence was given by the No. 1 guard and by the second officer (Mr. John Wood).

The Magistrate found the defendant guilty and sentenced him to three months' imprisonment with hard labour.

THEFT OF COAL.

At the Kowloon Police Court yesterday three Chinese were charged before Mr. E. W. Hamilton with theft of a quantity of coal from a lighter in Yaumati typhoon shelter.

According to the evidence four men went on to a lighter from a small boat and took the coal, which they put into their own boat. The tallyman blew a police whistle, whereupon the men rowed off, but some policemen who were on shore jumped into a sampan and gave chase. The first defendant jumped overboard with another man not in custody, but he was later arrested, whilst the second and third defendants were arrested on the sampan. The second defendant had previously been imprisoned for unlawful possession, whilst the third had been banished for five years in 1912 after serving three months for stealing.

The first defendant was sentenced to three months and the others to six months.

QUEEN'S THEATRE.

NOTABLE GATHERING AT THE FORMAL OPENING.

The new Queen's Theatre, on Queen's Road Central, was formally opened yesterday by the Hon. Mr. R. H. Kotewall. To the sound of cracker firing and the playing of the orchestra in the theatre, Mr. Kotewall threw open the main doors of the magnificent building, the main entrance of which was ablaze with electric light and made gay with hunting and Chinese decorations.

There were present with Mr. Kotewall at the opening ceremony, Mr. Li Po Kwai, Chairman of the Chinese General Chamber of Commerce, the directors of the Po Leung Kuk and Tung Wah Hospital and other leading Chinese institutions.

In the theatre Mr. Kotewall congratulated Mr. Ma Tsai-chiu upon the fine architectural style of the building and its very comfortable seating accommodation. Mr. Kotewall said he took the opportunity of saying something that was very near to his heart. Cinematograph pictures, he said, had great educational value and could either do enormous good or harm to society. He hoped the management would exercise care in the selection of pictures, especially those for exhibition at matinees and early afternoon shows, in order that the young generation would derive benefit from them. He concluded by wishing the Queen's Theatre every success.

The first public picture show to be held in the theatre was screened immediately afterwards. The theatre was filled to overflowing. H.E. the Governor arrived, accompanied by Sir Claude Gervais (Colonial Secretary) and the Hon. Mr. A. E. Wood (Secretary for Chinese Affairs).

The pictures shown were for the most part of the comedy type, and the spectators were kept in roars of laughter. A very pleasing part of the show was the clearness with which the pictures were screened, and they were exhibited with a steadiness which did not tire the eye. The theatre opens for business to-day.

CORRESPONDENCE.

FOR THE M.C.L.

(TO THE EDITOR OF "THE HONGKONG DAILY PRESS.")

SIR,—I have been asked by a number of people what was done with the proceeds of the play entitled "The Rajah of Rajahpore," given by the Kowloon Dock A.D.C., in aid of M.C.L. I shall be very much indebted to you if you will insert in the *Daily Press* that we handed \$880 (eight hundred and ninety dollars) to the M.C.L., but it was added to the sum taken by the Dock Stall; subsequently when the general accounts were published the Dock Stall got credited with the whole amount.—Yours faithfully,

(Mrs.) MARGARET JENNER.

25, Terrace,

Kowloon Dock,

April 30th, 1924.

FAMILIES DYING OF STARVATION.

(TO THE EDITOR OF THE "HONGKONG DAILY PRESS.")

SIR,—A week ago, you were good enough to allow me to make an appeal in your columns on behalf of the famine in the Huihong district.

That appeal met with a very gratifying response: by various ways, a total sum of nearly \$1,000 was raised in Hongkong. I left on Sunday for Swatow, intending to return to Swatow overland, and regarding the work of raising a fund as practically complete. Arrived at Swatow, I heard indirectly that the distress was proving far greater and wider than had been anticipated. I at once wired for further information: the following reply was received on Tuesday morning.

"Many families already dead starvation; reckon 3,000 will die unless supported two months."

The relief parties have been to new districts, and found conditions altogether more serious than had been known at first: some of the people even refused the rice which was offered them, saying they would die soon, and it should go to those who still had a chance. I fear that there are other villages, not yet visited, which are in much the same condition. Near Yue-long, to the west of Swatow, people have gone out to beg and died by the wayside. Under such circumstances, one cannot mention less than \$50,000 as the total sum required, if all lives are to be saved. It is literally true to say that, in such a matter, delay is fatal.

I am appealing also to Amoy, Shanghai, and Singapore. May I, however, ask you again to make public the appeal to the generosity of the people of Hongkong? As before, subscriptions may be sent either to the account of the "E. P. Mission, Swatow, Relief Fund," with the Hongkong and Shanghai Bank, or to the Rev. J. Kirk Macdonald.—I remain, Sir, yours, etc.,

(Rev.) E. L. ALLEN,

English Presbyterian Mission,

Swatow.

St. George's House Hotel,

Hongkong, April 30th.

THE LANTAO MURDER CASE.

H.E. THE GOVERNOR COMMUTES DEATH SENTENCE.

It was learnt yesterday that H.E. the Governor had decided to commute the death sentence in the case of the young woman from Lantao Island who was sentenced to death at the March Criminal Sessions for the murder of her husband by poisoning him. The sentence has been commuted to one of penal servitude for life.

The woman at the trial denied most passionately that she had murdered her husband, and declared that he had been killed by his parents. The Jury took two hours and a half to consider their verdict.

SIR WILLIAM BRUNYATE.

ENTERTAINED BY ROCKEFELLER FOUNDATION.

The Rockefeller Foundation gave a dinner at the Waldorf Astoria, New York, on March 24th in honour of Sir William Brunyate, the late Vice-Chancellor of the University of Hongkong, and Lady Brunyate, who were on their way home to England.

Mr. John D. Rockefeller, Jr., Chairman of the Board of Trustees of the Rockefeller Foundation, presided. The speakers were Sir Harry Armstrong, British Consul General, Dr. Henry Fairfield Osborn (President of the American Museum of Natural History), Dr. Sidney Mezes (President of the College of the City of New York) and Sir William Brunyate.

The New York report mentions that it was on the invitation of Sir William as Vice-Chancellor, the Rockefeller Foundation in 1921 made a study of the Faculty of Medicine of the Hongkong University and in 1922 contributed about \$300,000 for the endowment of chairs of medicine and surgery.



ASPARAGUS.

IS A MOST APPETISING DISH ESPECIALLY WHEN SERVED "ICED."



Per Tin
\$1.00

Per 16 Tins
\$5.90

"DEL MONTE" MAKE A SPECIALITY OF EVERY ONE OF THEIR PRODUCTS, NOT OMITTING ASPARAGUS:

EACH SPEAR IS DELICIOUS AND TENDER.

LANE, CRAWFORD, LTD.

TEL. 4567.

PURE FRUIT ESSENCE

MAKES REFRESHING SUMMER DRINKS

35 cents will make 35 ozs. Syrup

BANANA
PINEAPPLE
RASPBERRIES
POMEGRANATE
MANDARINE

LEMON
CHERRY
STRAWBERRY
APRICOTS
ORANGEADE

THE CHINA DISPENSARY

82, QUEEN'S ROAD CENTRAL, HONGKONG.

ENGLISH RECORDS

- | | |
|-------------------------------------|----------------------|
| 2578 ALICE BLUE GOWN ... | O. HERVEY, CONTRALTO |
| 2578 CASTLE OF DREAMS ... | |
| 2588 ABSENT ... | MACLEIN, TENOR |
| 2588 LET ME LIKE A SOLDIER FALL ... | |
| 2439 CUCKOO ... | BUCKMAN, SOPRANO |
| 2439 A BIRTHDAY ... | |
| 2582 THE MIDSHEPPIE ... | RATZ, BARITONE |
| 2582 THE POWDER MONKEY ... | |

ANDERSON'S.

Wm. **Powell** Ltd.
Telephone C. 3146.

SOLE AGENTS FOR

Keltic

FOOTWEAR.

We have Received a New Stock of this Celebrated make of Boots and Shoes in Black and Brown. These are marked from \$18.50 to \$22.50 per pair.

When we tell a customer that Keltic Footwear is sound and genuine from lace to sole, we can do so with a clear conscience. Because it is so.

Wm. POWELL, Ltd., Gentlemen's Department, HONGKONG HOTEL BUILDINGS.

NEW ADVERTISEMENTS

NOTICE.

THE Under-signed have THIS DAY been Appointed DISTRIBUTING AGENTS in South China for the CHINA COTTON AND SUEZ WORKS, Shanghai.

MUSTARD & COMPANY, INC.
1st May, 1924.

NOTICE.

THE HONGKONG ELECTRIC CO., LTD.
NOTICE IS HEREBY GIVEN that the Certificate for 4 Shares numbered 23102, 23103, issued on 3rd June, 1923, in the Name of IP CHING SUY has been declared LOST, and should the same be produced before 10th MAY, 1924, shall be deemed Cancelled and of No Effect.

GIBB, LIVINGSTON & CO., LTD.
Hongkong, 2nd May, 1924.

TO LET.

9, MOUNTAIN VIEW, (6-Roomed HOUSE, From 1st June, 1924. Apply—Box No. 731.
c/o Hongkong Daily Press Office.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "EDIMED" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from 10.00 a.m. and after 1st May. Optional Cargo will be landed, unless notice has been given prior to Steamer's arrival. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and Noon within the free storage period. No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 7th May, will be subject to rent. All Claims against the Steamer must be presented to the Under-signed on or before 21st May, or they will not be recognized. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.
Hongkong, 30th April, 1924.

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

THE M/S "AFRIKA" having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery can be obtained as soon as the Goods are landed. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th of May, 1924, will be subject to rent. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined by Messrs. G. H. & Douglas on the 8th of May, 1924, at 10 a.m. All Claims against the vessel must be presented to the Under-signed before the 11th of May, 1924, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by JOHN MANNERS & CO., LTD., Agents.
Hongkong, 1st May, 1924.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER "NAGPORE."

ARRIVED HONGKONG ON 1st MAY, 1924.
FROM BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon. Where each Consignee's Goods will be marked by Mark and delivery can be obtained as the Goods are landed. This vessel brings on Cargo from Persian Gulf ex B.L.S. and B. & P.N. Co.'s Steamers. Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer. Goods not cleared within 8 days, including date of arrival will be subject to rent. No Fire Insurance will be effected by us in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. Gossard & Douglas at 10 a.m., on Mondays and Thursdays. All Claims must be presented within ten days of the Steamer's arrival, here after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godown. MACKINNON, MACKENZIE & CO., Agents.
Hongkong, 1st May, 1924.

TENNIS TOURNAMENT.

WEATHER and Ground Permitting, the FINAL OPEN CHAMPIONSHIP SINGLES—
R. B. WORTHINGTON v. T. HONDA
Will be played on the STAND COURT on FRIDAY, 2nd MAY, at 4.15 p.m.
Reserved Seats—\$1 each (Yellow Tickets).
Booking at Messrs. MOUTRIE & Co.
Prizes Won during the Tournament will be presented after the Match.

INTIMATIONS

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-FIRST ORDINARY YEARLY MEETING of the Society will be held at its Head Office, Union Building, Hongkong, on FRIDAY, 16th MAY, 1924, at Noon, for the purpose of receiving the Report of the Directors and the Statement of Account to 31st December, 1923, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Society will be CLOSED from May 2nd to May 16th, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, 26th April, 1924.

BRITISH TRADERS' INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-EIGHTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Building, Hongkong, on FRIDAY, 16th MAY, 1924, at 12.15 p.m., for the purpose of receiving the Report of the Directors and the Statement of Account to 31st December, 1923, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Company will be CLOSED from May 2nd to May 16th, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, 26th April, 1924.

THE CHINA FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-FIFTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Building, Hongkong, on FRIDAY, 16th MAY, 1924, at 12.20 p.m., for the purpose of receiving the Report of the Directors and the Statement of Account to 31st December, 1923, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Company will be CLOSED from May 2nd to May 16th, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, 26th April, 1924.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

THE FORTY-THIRD ORDINARY GENERAL MEETING of the Company will be held at the Office of the General Managers, Messrs. JARDINE, MATHESON & CO., LTD., 10th May, 1924, at 11 o'clock in the Morning, for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 29th April to 26th May, both days inclusive.

By Order of the Board,
JARDINE, MATHESON & CO., LTD.,
General Manager.
Hongkong, 16th April, 1924.

TOWAGE.

LARGE Powerful SEAGOING TUGS will shortly be available for Trips from Hongkong or Neighbouring Ports to Straits Settlements or Dutch East Indies. For further particulars, please apply to JAVACHINA-JAPAN LYN.

HONGKONG DEVELOPMENT, BUILDING AND SAVINGS SOCIETY, LTD.

LOST.

APPLICATION has been made to this Company to issue to the Hon. Mr. CHAU KIU KI, of Hongkong, 5 Duplicate Certificates for Two Thousand Five Hundred Shares in this Company, numbered 00554, 00555, 00556, 00557, 00558, upon statement that the Original Certificates Nos. 00554, 00555, 00556, 00557, 00558, dated 2nd January, 1924, together with relative Transfer Deeds attached, have been LOST or MISLAIN; and NOTICE IS HEREBY GIVEN that if within Thirty Days from the date hereof No claim or representation in respect of such Original Certificates is made to this Company, we will then proceed to deal with such Application.

For HONGKONG DEVELOPMENT, BUILDING AND SAVINGS SOCIETY, LTD.
EDWARD B. RAYMOND,
Secretary.
Hongkong, 3rd April, 1924.

S.S. "COMMISSAIRE RAMEL."

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from ANTWERP, TER MIDDELBROUKE, MANCHESTER, LONDON, &c., also Cargo ex s.s. "CHEF MACANTIGEN MAILHOT" from HAVRE, COGNAC, &c., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasures and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing. Bills of Lading will be countersigned by the Under-signed. Goods remaining unclaimed after the 6th May, 1924, at Noon, will be subject to rent and landing charges. All Claims must be sent in to me on or before the 9th May, 1924, or they will not be recognized. All damaged packages will be examined on Tuesday, 6th May, 1924, at 10 a.m., by Messrs. Gossard & Douglas. No Fire Insurance has been effected. R. RODENFUSER, Acting Agent.
Hongkong, 29th April, 1924.

INTIMATIONS

NOTICE.

GEORGE WALTER SHEPHERD has This Day been Authorized to Sign the Name of our Company, General Broker under the FIDELITY "CHARLES HALL" has been Authorized to Sign for the Company "Per Procuration."

JARDINE, MATHESON & CO., LTD.
Hongkong, 1st May, 1924.

NOTICE.

THE Under-signed, Member of the HONGKONG STOCK EXCHANGE, has Resumed Business as Share and General Broker under the Firm Name of JOSEPH GOULD & CO. at No. 10, Lee Hoe Street.

Mr. LEWIS ALBERT TOBIAS is Authorized to Sign the Firm Per Procuration.

JOSEPH GOULD.
Hongkong, 1st May, 1924.

THE SIMPLEX PLASTER CO., LTD.

NOTICE IS HEREBY GIVEN that the STATUTORY MEETING of the Company will be held at 3 p.m., at the Registered Office of the Company, 2nd Floor, China Building, Hongkong, on FRIDAY, the 9th day of MAY, 1924.

By Order,
CHING-AMERICAN INDUSTRIAL DEVELOPING CO., LTD.,
General Managers.

THE CHINESE ENGINEERING AND MINING CO., LTD.

PAYMENT OF INTERIM DIVIDEND ON SHARES FOR THE YEAR ENDING 30TH JUNE, 1924.

THE Board having declared an INTERIM DIVIDEND of Two Shillings per Share free of Income Tax for the year ending 30th JUNE, 1924, Holders of Bearer Shares, from London on account of Registered Shares, will be paid their Dividends on presenting No. 24 Coupon of the Registered Shares, and Dividend Warrants on Registered Shares, to either of the following Banks at Shanghai or Tientsin:—
THE HONGKONG & SHANGHAI BANKING CORPORATION.
THE CHINESE BANK OF INDIA, AUSTRALIA & CHINA.
THE HONGKONG & SHANGHAI BANKING CORPORATION.
THE BANQUE BEIGE FOUR LEFRANCOIS.
The Payments will be made in either Dollars or Pounds, as the Holder may wish, at the buying rate of Exchange of the Day.

P. C. YOUNG,
General Manager,
KAILAN MINING ADMINISTRATION.

NOTICE.

NOTICE IS HEREBY GIVEN that Scrip No. 4237 for 500 shares Ewo Cotton Mills Ltd., in the name of Mr. EZRA ABRAHAM of Hongkong together with a duly executed transfer deed purporting to assign the said shares has been Lost.

The said shares are the property of the Under-signed and application has been duly made to the Company for the issue of a Duplicate Scrip.

The public is therefore warned against dealing with the said Shares without reference to the Under-signed. Any person having any knowledge as to the whereabouts of the said scrip is asked to communicate with the Under-signed.

ELLIS & CO.
No. 21 Lee Hoe Street.

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SMALL TANNERY at Mt. Tai Koo, Kowloon, together with Plant and Machinery and Stock of Chemicals. Area approximately 24,000 sq. ft. Also a Plot of Land adjoining the Tannery. Area: approximately 15,000 sq. ft.

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From June to September 30th.
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HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1923.
Revised by the Members.

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DAILY PRESS Office

TO-DAY (FRIDAY).

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PATSY RUTH MILLER,
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VICTOR HUGO'S MASTERPIECE.

THE CORONET.

INTIMATIONS

E

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Wine and Spirit Merchants.

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London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, MAY 2ND, 1924.

RUSSIAN REFUGEES IN CHINA.

HONGKONG has been effectually safeguarded against a Russian refugee problem such as Shanghai has to deal with. It was stated some few months ago by a gentleman who had been deputed by the League of Nations to investigate the Russian refugee problem that there are approximately 50,000 Russians in China in a state of utter destitution. Most of these people are in the Manchurian provinces, but small groups of them are being reported from most unexpected places in China. Shanghai some months ago was reported to contain some 5,000 destitute Russian refugees. An International Committee was formed to save them from starvation and, if possible, to evacuate them. The latest Report of this Committee mentions that there are still about 2,000 Russians of the labouring class in the port practically starving, and with no work in prospect. Altogether the Committee has succeeded during the past five months in sending away from Shanghai no fewer than 1,275 Russian refugees. That so many still remain is due to two causes: First, a strong objection on the part of the refugees to trusting themselves to the tender mercies of the Soviet authorities; and, secondly, to the lack of the large sum of money needed for their evacuation. Among these refugees are a considerable number of cadets, whom the International Committee proposed to send to Serbia, but failed to find anyone prepared to guarantee the seventy thousand dollars needed for this purpose on the prospect of the sum being eventually raised by means of lotteries. If the cadets could have been sent away without waiting for the money coming through the lotteries, the Committee say: "It would have been a great saving, as the two schools cost a great deal, and it is a great responsibility to keep young boys in the crowded houses and unwholesome poor sanitary conditions." While the lotteries organised to raise the needed

funds did not prove to be "the wonderful gold mine" that many people fancy lotteries to be in China, the Committee, as the result of eight lotteries, secured a total of \$39,333.88. With this sum it has been able to do most valuable work. Not only has it been the means of saving the general body of refugees in Shanghai from utter starvation, but the Committee has been able to gradually send them away to places where employment can be found for them. The cadets, for the most part, are sent to Serbia, but when parents and relatives of a cadet express a wish to see him back in Russia every facility is afforded for his return. "Better news," says the Report, "has come from Russia about those who went back home, though some have not yet written." As to the parties of soldiers or refugees of the labouring class that have been sent back to Russia, the Report says: "These men have nothing to fear, and they cannot be anything more in Shanghai than beggars or hawkers." Yet it is fear of what may happen to them if they return to Russia that makes so many prefer to live abroad in a deplorable state of destitution. In view of the fact that there have stated to be not fewer than fifty thousand destitute Russians in China, the question inevitably arises: "Will not other refugees take the places in Shanghai of those that are evacuated by the International Committee?" We do not see what is to prevent this happening except the inability of the destitute refugees to reach Shanghai. Most of those now there, we suppose, were brought there on steamers. No more are coming in that way, and probably not many are now coming overland. The International Committee appears to have done its best to make know the fact that Shanghai is no El Dorado for Russian refugees, and that relief funds are not inexhaustible. We gather from the latest report of the Committee that it is now looking after a fixed number of refugees, and that there are 150 more people than can at present be supported. This is how they exist:

"During the month of April they are allowed to remain in the Committee's houses and they receive \$0.05 per head per day. After May 1st it is hoped it will be possible to give them a house but they will receive no more money. They can have food in the Committee's kitchens if they pay \$0.25 a day. This measure may sound rather hard but it is necessary (1) because now winter is over and some work bringing in \$0.25 a day may be more easily found, (2) because the funds are needed for evacuation more than for maintenance, (3) because we must stop the refugee infiltration into Shanghai. 'Already Russian papers in Harbin have published our decision and everybody knows that Shanghai cannot possibly take care of a larger number of refugees.' The conditions are certainly not attractive—not by a long way, so attractive as conditions for the worker are represented—by the official Russian news agencies—to be in Russia. Yet the delegate of the League of Nations appears to have found among the refugees a pretty unanimous determination not to return to Russia, and absolutely no confidence in guarantees proffered by the Soviet authorities—so that the solution of this serious problem yet remains to be found.

At the Botanic Gardens last month a total of 4.80 inches of rainfall was registered. Rain fell on twelve days out of the thirty.

A telegram from Sydney reports that Mr. W. Eyre-Kenny, late Director of Public Works, F.M.S., died on April 10th, after an operation.

The Fire Brigade at Central Station were called out yesterday at 11.15 p.m. to a slight outbreak of fire in Hill Road, near the University. Two motor tenders were despatched and they succeeded in checking it.

Forty men and fifteen women have been added to the number of Chinese searchers detailed for duty with European Police officers at the various wharves in connection with the local anti-piracy measures.

In the report of a prosecution at the Magistracy published yesterday, Mr. Allison, who represented the Hongkong Engineering Co., Ltd., was inadvertently described as the manager. Mr. L. Gain is the manager of the Company.

Moving Pictures of Hongkong, taken for the British Empire Exhibition, will be exhibited at the Helena May Institute on Monday, May 5th, at 9.15 p.m.; Tuesday, May 6th, at 5.30 p.m.; Wednesday, May 7th, at 9.15 p.m.; Thursday, May 8th, and Friday, May 9th, at 5.30 p.m. Adults, \$1.00; children, 50 cents. Pay at the door.—ADVT.

Those who remember him as "Tommy" in "Pinkie and the Fairies" (the local A.D.C. production 1919) will be pleased to learn that O. Middleton Smith has won an open scholarship enable at Wrekin College, Wellington, Salop, of the value 50 guineas per annum. His preparatory schools were St. Stephen's Girls' College, Hongkong, and Langley Place, St. Leonards-on-Sea.

A Chinese committed suicide at Tai Kok Tsui by throwing himself into a revolving circular saw. The deceased was formerly an inmate of an asylum at Canton and came here some weeks ago. His right arm was practically cut off by the saw, whilst the body was cut from the right side of the chest to the left side of the back. The man died before he could be removed to hospital.

Giving evidence in Sydney on April 1st, before the Parliamentary Select Committee Inquiry into the Australian meat industry, Mr. Herbert Powell stated that Australia's interests in the East should be properly safeguarded. He was of the opinion that in the near future Japan would absorb 20,000 tons of meat per annum, and the Federal Government would be well advised to spend £20,000 or any sum necessary to foster Australia's meat interests.

In the Bankruptcy Court at Singapore last week, Mr. Stuart Bell, on behalf of the petitioning creditor, made application for substituted service of a bankruptcy petition against Mr. W. H. Drummond, a solicitor and advocate formerly practising in Singapore. Mr. Stuart Bell stated that his Lordship had previously granted substituted notice of the bankruptcy notice, having directed that notices to that effect should appear in the local Press, and also be sent by registered post to the debtor's last known place of address in Raffles Place. He now asked for substituted service of the bankruptcy petition. His Lordship granted this application.

The Rev. G. E. Arrowsmith contributed to the St. Andrew's Church Magazine a very interesting account of "A Trip to Jericho." The opening paragraphs read: "When the man in the parable went down from Jerusalem to Jericho, he apparently travelled on foot, the Good Samaritan rode down on a donkey, but I, being a mortal of this very mechanical and up-to-date age, journeyed there by a Ford Motor Car! One morning in April 1921, I met at Cook's Office in Jerusalem an American globe-trotter and his wife, who offered to share a motor-car with me if I would pay half the cost. Ten pounds was the tariff charge for a car for four, and so for a paltry five pounds I would be able to 'do' the Dead Sea trip in comfort and with speed. I agreed, the bargain was clinched, and by 10.30 a.m. the American, his wife and I were packed away in a roomy Ford, and howling along at a speed which rather exceeded that of the Good Samaritan!"

GOVERNMENT HOUSE.

LADY STUBBS LEAVING TO-MORROW.

Lady Stubbs will sail for England in the P. & O. s.s. *Kalyon* to-morrow (Saturday). Lady Stubbs will leave Blake Pier, to join the *Kalyon*, soon after 11 a.m. On Monday night, His Excellency will be present at the display of moving picture films of the Colony, taken for the British Empire Exhibition, at the Helena May Institute at 9.15 p.m. On Tuesday His Excellency will dine with Lieut. Colonel Montague Bates and the Officers of the East Surrey Regiment, at Murray Barracks. H.E. Admiral Sir Arthur and Lady Leveson have been staying at Government House since their arrival on April 24th. On Monday, April 29th, His Excellency and Lady Stubbs entertained the following to dinner—Captain Alington, R.N., Mr. and Mrs. R. Hancock, Comdr. and Mrs. Ward, Major, and Mrs. Roden-lauer, Lieut. Comdr. and Mrs. Blacklock, Mr. and Mrs. Muckle, Major and Mrs. Cruikshank, Mr. and Mrs. F. C. Hall, and Mrs. E. W. Waquer. On Monday, April 22nd, His Excellency and Lady Stubbs entertained Mr. McClelland, Director of Electrical Engineering at the Admiralty, and the following, to dinner at Government House—Captains and Mrs. Rodin, Mr. Pringle, Engineer-Comdr. and Mrs. Sears, Mr. and Mrs. Tratman, Engr.-Comdr. Bennett, Major and Mrs. MacVerry Smith, Mr. and Mrs. Burlington, and Mr. R. E. O. Bird.

CHINESE CONSTABLE

DROWNED.

The first fatality of the local bathing season has been reported. A Chinese constable, stationed at Mt. Tai Wei, and belonging to the Wei-hai-wei section of the police, was drowned whilst bathing in a creek near the border of the New Territories on Wednesday afternoon. His body was recovered yesterday.

CHAMBERLAIN'S
COLIC, CHOLERA AND
DIARRHOEA
REMEDY.

CURES
PAIN IN THE STOMACH,
Colic, Cholera Morbus,
CRAMP COLIC,
BILIOUS COLIC,
PAINFUL SOLE,
SUPPERN COMPLAINTS
CHOLERA,
DYSENTERY, BACID,
BLOODY STUIC,
CHOLERA CHOLERA, CHOLERA
AND VARIOUS, AND BOWEL
COMPLAINT.
IN ALL ITS FORMS.

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Chamberlain Medicine Co.,
Manufacturing Pharmacy,
252 N. BROAD ST., NEW YORK.

SMALL SIZE.

Small size of Chamberlain's Colic, Cholera and Diarrhoea Remedy bottle.

Sold Everywhere

Mr. Travens Humphreys, opposing, said that the best answer to the question, "Is truth stranger than fiction?" was this: The best novels were not differentiated from real life at all. Their main plot was as a rule founded on facts which had actually happened, and the nearer to real life novels got the better they were as novels. If they wanted to construct a novel the way to do it was not to go to the novels for the plot, but to a policeman, and they would probably get from him a story which happened every day.

THE NEW FRENCH REMEDY
THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3
 No. 1 for Bladder Complaints. No. 2 for Males
 Extra Diseases. No. 3 for Chronic Weakness
 and Neurasthenia. PREPARED BY
 DR. L. CLERICUS, CHIMIST, PAQUELIN ENGLAND
 DR. L. CLERICUS, 245, CALIFORNIA STREET, N. W. S. L.
 OR MAIL FROM DR. DEZEMAN ST., NEW YORK
 OR 6, BISHOP STREET, SAN FRANCISCO.

HONGKONG.

T. K. K. S.S. "SIBERIA MARU"

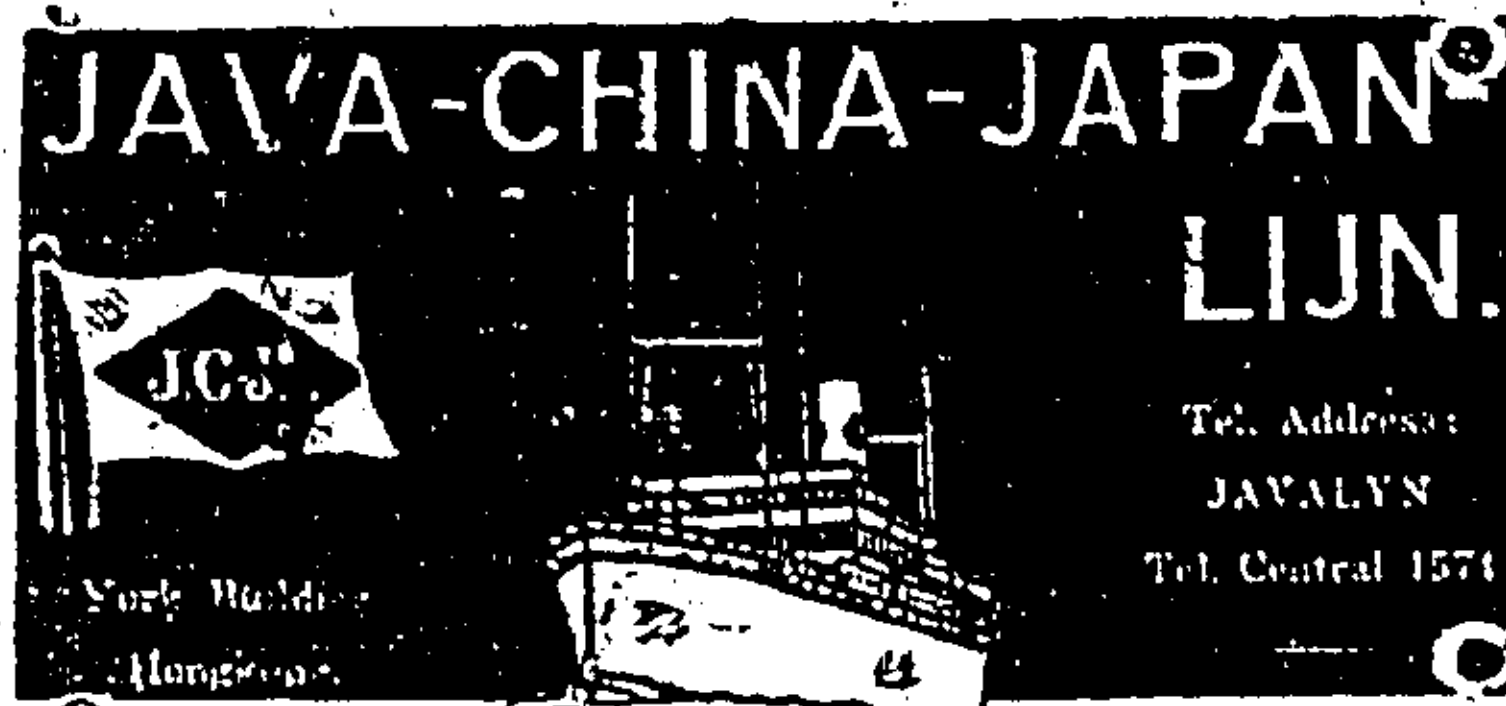
will sail MONDAY, MAY 5th, at Noon

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
HONOLULU AND SAN FRANCISCO

due SHANGHAI, WEDNESDAY, MAY 7th 3 p.m.
due KOBE, SUNDAY, MAY 11th, a.m.

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REGULAR PORTFOLIO SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	DEPARTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKEMBANG	JAVA	In port	3rd May	DAILY
TJILBOERT	JAPAN	7th May	9th	MAKASSAR & SOERABAYA
TJIMANOEK	SHANGHAI	12th	12th	BATAVIA
TJIBODAS	JAVA	18th	21st	SHANGHAI
TJISONDARI	JAVA	22nd	24th	JAPAN
TJIKIM	SHANGHAI	23rd	25th	BATAVIA
TJIBODAS	JAPAN	25th	27th	MAKASSAR & SOERABAYA
TJITABOEM	SHANGHAI	27th	29th	BATAVIA

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The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a daily qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia. For Particulars of Freight and Passage, apply to the
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Taking cargo for Belgium, Netherlands, German and all North European ports on direct or optional Bills of Lading, also to United Kingdom ports on optional Bills of Lading only.

Arrivals from Europe.
S.S. "OUDEKERK" ... due Hongkong 15th May
S.S. "WESTERDIJK" ... " 2nd June
S.S. "OUDEKERK" ... " 1st July

Sailings to Europe subject to alterations.

Steamers	For	Sailing on or about
S.S. "OOSTERK" ...	Amsterdam, Rotterdam, Hamburg & Bremen	End of May
S.S. "OUDEKERK" ...	Rotterdam, Amsterdam, Hamburg & Bremen	End of June

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Length on Blocks 730 Feet
Depth on Centre of
Sill (L.W.O.S.T.) 34 ft. 6 ins.

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SCOTTISH SPORT.

NEARING THE CLOSE IN RUGBY SEMI-FINALS FOR THE CUP.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, March 15th.

Another Rugby season is nearing its close, some clubs indeed have already completed their programme, and in another week the majority of clubs will have finished for the year. Glasgow High School F.P.'s concluded what must be their most successful season by defeating West of Scotland by 21 points to 4. Their closing victory leaves them certain runners in the Championship honours, and in the remote event of the West of Scotland defeating the Academicals next week they would be sole winners of the honour. They have played 24 games, of which 21 were won, 2 lost, and 1 drawn. Their points total 655, while they have given away 70. These figures speak well for the scoring powers of the side, and equally well for their defensive abilities. Hawick were the guests of Glasgow Academicals at Old Anniesland this being the Border club's first visit to the city for the season. The Academicals won after a hard struggle by 12 points to 5, but the visitors left and excellent impression. Heriot's F.P. were not too confident of beating Stewart's College F.P. but strengthened as they were by the return to their side of D. Drysdale and R. M. Kinneir, they never looked like losing. They won by 12 to 4. Jedforest defeated Warristons by 1 point—10 to 9, and another Border club, Melrose, were successful against Edinburgh Academicals—8 to 0.

THE ASSOCIATION CUP.

The early dismissal of Rangers and Celtic from the Scottish Cup competition was disappointing to many even outside the large company of supporters attached to these clubs, but the competition has not been without its compensations for the absence of the two noted Glasgow competitors. Freed from their dominance, other clubs have taken heart of grace, every remaining competitor assumed the attitude of a possible cup winner, and as a consequence the struggle for the glittering prize of Scottish football was never more intense. Last week in only one of the Scottish Cup semi-finals was a decision reached. Ardronians defeated Falkirk at Parkhead by two goals to one, but in the other tie, between Aberdeen and Hibernians, there was no scoring.

THE LEAGUE.

Patrick Thistle scored a decisive victory over Dundee by five goals to two in a League match, and the Rangers overcame Third Lanark by three goals to one. Other "away" winners were Greenock, Morton and Queen's Park. The Hearts of Midlothian lost at Ayr. The Amateurs' win was one of the best performances of the day, for though they are still second from the foot of the League table they are now only a single point behind Clyde with three matches in hand.

SLEEPS STRANGE SECRETS HIDDEN KEYNOTES TO HUMAN EMOTIONS.

Every human character has its "key-note." These vary, however, so enormously that it may take years, in any individual case, to discover them. Nevertheless, science is very busy at present on this quest.

Here is an illustration: An experiment is being carried out on the effects of pungent odours on the rate of the heart. Half a dozen people are invited to sniff a bottle of smelling-salts, while a doctor counts their pulses.

In the case of A, there is a slight quickening of the pulse, and this also obtains in the case of B, C, D, and E. But when the turn of F comes a surprise is experienced. F's pulse, as soon as he smells the bottle of salts, rushes off at double its normal rate.

THE EXPLANATION.

The explanation is that F is violently in love with a girl who constantly uses a bottle of smelling-salts. That particular odour has become, in his case, a "key-note." He cannot experience it without tender emotions.

Obviously this "acquired tendency," peculiar to one individual, A.B.C.D. and E, may have all been just as deeply in love as F, but their key-notes were different. The smelling-salts had no power to unlock the flood-gates of emotion in their lives. Curiously enough, as has recently been discovered, many of us are quite unaware of our "key-note." We do not know why, suddenly, tender memories fill our minds or why, in certain circumstances and at certain times, our feelings become acute. We do not even recognise the vital sound, or sight, or perfume which has become a controlling force in our lives.

ANOTHER MYSTERY.

But—and here is yet another mystery—these "key-notes" may not remain active for ever. Thus the sound of a particular bell may make me feel hungry because it is the dinner bell of the house I live in. If, however, I move to another house which has a similar bell but does not use it in the same way, the association between bell and hunger will gradually fade until I reach a point at which that "key-note" is a key-note no longer.

Then—and this is the latest and most astonishing discovery of all—the sound of the bell, instead of making me hungry, will make me sleepy.

The day-dreamer, in fact, "dreams" because some key-note in his character has failed to unlock his heart. We sleep because when fatigue is present, no key-note is powerful enough to rouse a wearied emotion.

Thus if a man has suffered a disappointment in love, the sounds and sights and perfumes which once filled his heart with delight will induce a wandering and drowsy state of the mind. They may even put him to sleep in the daytime.

Sleep, in short, is a failure of the key to unlock the door.

The miracle of the loaves and fishes was a trivial affair compared with what I am expected to do.—*Mr. Snowden.*

WEATHER REPORT.

April 1st at 17.30—Pressure has increased slightly at Chefoo and Haiphong, and also from S.W. Japan to Formosa. It has decreased slightly over N.E. Japan, and is nearly stationary from Coochin China to the Philippines. Hongkong rainfall for the 24 hours ending at 18 hours, May 1st, 0.00 inch. Total since January 1st, 11.88 inches, against an average of 11.98 inches.

The forecast for the 24 hours ending at 18 hours, May 2nd is as follows—
District ... Forecast
S.E. winds, moderate; fair.

Formosa Channel ... do
Hongkong to Gap Rock ... do
South coast of China between Hongkong and Lamoo ... do

South coast of China between Hongkong and Hainan ... do

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 1st.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.70	29.75	29.78
Thermometer	77	77	84
Humidity	71	71	67
Wind Direction	SW	SSW	SW
Force	2	1	2
Weather	0.00	0.00	0.00
Rain	0.00	0.00	0.00
Highest open-air Temperature on 25th	84		
Lowest open-air Temperature on 1st	76		

HONGKONG TIDE TABLE.

From May 2nd to 8th, 1924.

From May 2nd to 30th, 1874.									
HIGH WATER.					LOW WATER.				
Days of Week.	Days of Month.	H'kong. Standard Time.	Height.	H'kong. Standard Time.	Height.	H'kong. Standard Time.	Height.	H'kong. Standard Time.	Height.
Fri.	2	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.
	2	8 29	6 2	2 11	2 2	2 42	1 0	2 42	1 0
Satur.	3	8 35	5 6	2 22	1 1	2 43	0 11	2 43	0 11
	3	8 42	5 4	2 40	1 8	3 24	1 2	3 24	1 2
Sun.	4	8 48	5 2	3 24	1 6	3 57	1 4	3 57	1 4
	4	8 55	5 0	3 57	1 4	4 45	1 2	4 45	1 2
Mon.	5	9 01	4 8	4 45	1 2	5 31	1 0	5 31	1 0
	5	9 08	4 6	5 31	1 0	6 14	1 5	6 14	1 5
Tues.	6	9 15	4 4	6 14	1 5	6 54	1 2	6 54	1 2
	6	11 22	4 6	6 54	1 2	7 46	1 3	7 46	1 3
Wed.	7	10 22	5 0	7 46	1 3	8 40	1 6	8 40	1 6
	7	10 33	5 8	8 40	1 6	9 28	1 4	9 28	1 4
Thurs.	8	10 33	5 8	9 28	1 4	10 13	1 3	10 13	1 3
	8	10 40	4 8	10 13	1 3	11 01	1 1	11 01	1 1

LAZY TOM.

To the surprise of the vicar, old Tom, a notorious loiterer, was seen to be hurrying over the village green. "I'm glad to see you're getting a move on, Tom," said the vicar. "What's the hurry about?" "I'm out of work, parson," he replied, "and I've just heard of a job." "That's good news, Tom," said the vicar, "and I hope you'll be successful. May I ask you what the nature of the work is?" "Some washing for the missus, if I'm in time to get it," said Tom, as he hurried away.

VESSELS EXPECTED.

Alps Maru due May 5th.
Hindenburg (Hugr. Steamer), due May 30th.
Krylya (P. & O.) due to-day, 6 a.m.
Khara (P. & O.), due May 3rd, 6 p.m.
President Grant (Admiral), due May 2nd.
President Madison (Admiral), due May 5th.
Sumatra Maru (O.S.K.), due May 4th.
Takada (B.I. and Apcar), due May 2nd.
Lamellon (Blue Funnel), due May 13th.
Lygon (Blue Funnel), due May 23rd.
Mentor (Blue Funnel), due May 14th.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS	SUBJECT TO ALTERATION.	
KOBE via MOJI	"NAMSANG"	Saturday, 3rd May, 7 a.m.
MANILA	"YUENSANG"	Saturday, 3rd May, 11 a.m.
TIENSIN	"WANGSANG"	Monday, 6th May, Noon.
BANGKOK via SWATOW	"HANGSANG"	Tuesday, 6th May, Noon.
SANDAKAN	"HINSANG"	Tuesday, 6th May, 1 p.m.
SEANGHAI via SWATOW & STRAITS & CALCUTTA	"MINGSANG"	Wednesday, 7th May, 7 a.m.
SEANGHAI via SWATOW	"LAISANG"	Wednesday, 7th May, 3 p.m.
MANILA via AMOY	"CHEONGSANG"	Friday, 10th May, 7 a.m.
"HANGHAI" via SWATOW	"SUISANG"	Saturday, 11th May, 7 a.m.
HAIPHONG via HOIHOW	"KWONGSANG"	Sunday, 11th May, 10 a.m.
TSINGTAU via SWATOW	"LEESANG"	Sunday, 11th May, 10 a.m.
SEANGHAI	"YATSHING"	Wednesday, 14th May, 7 a.m.
BANGKOK via HOIHOW	"CHUNSHANG"	Friday, 16th May, 10 a.m.
KOBE via SHANGHAI & MOJI	"FOOKSANG"	Tuesday, 20th May, 10 a.m.
STRAITS & CALCUTTA	"HOSANG"	Wednesday, 26th May, 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore, returning four Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, 11 a.m.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong both ways.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, s.s. "HINSANG" and s.s. "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chefoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "LAISANG" will be despatched on or about
Wednesday, 7th May, 3 p.m., for SINGAPORE, PENANG
& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT
SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS

TELEPHONE No. CENTRAL 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharges
"GLENAMOEY" ...	7th May	"GLENGARRY" ...	7th June	London, Rotterdam & Hamburg.
"GLENAPF" ...	19th May			
"CARMARTHENSHIRE" ...	30th May			

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.,
THE GLEN LINE, LTD., AGENTS.

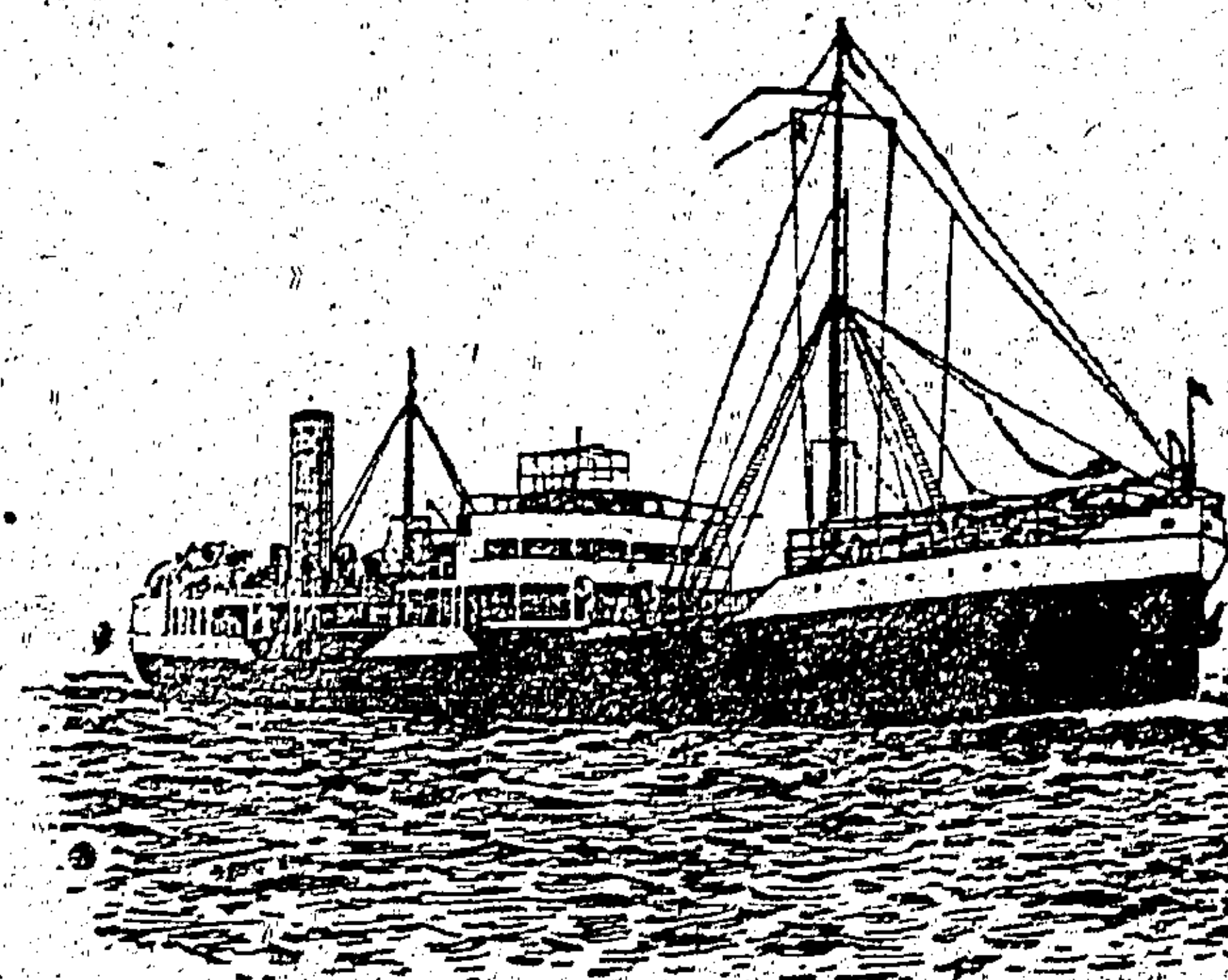
Telephones: Central No. 215 sub-ex. 23, and Central 3595.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

Codes Used: A.I. A.B.C. Fifth Edition; Engineering: First and Second Editions
Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and
Brass Founders, Forge Masters, Electricians



OIL TANK STEAMER "PALUDINA"

127' 0" x 31' 0" 5,400 tons d.w. x 3,200 H.P.

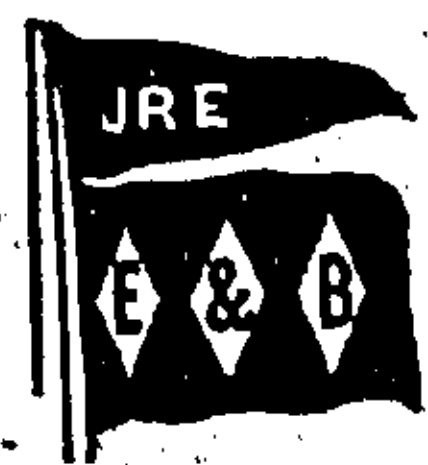
Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., & KOWLOON DOCK & the order
to THE ANGLO-SAXON PETROLEUM CO., LTD., being one of four similar vessels built in 1923.

Please address enquiries to the Chief Manager;

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong

ELLERMAN &

BUCKNALL



STEAMSHIP

COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

PASSENGER SERVICE.

FARES TO LONDON.

Single 1st Class "A" £2 2s. "B" £2 4s. 2nd Class "A" £1 2s. "B" £1 4s. 25d.
Return "A" £4 16s. "B" £4 17s. "A" £3 10s. "B" £3 18s.
Cargo Steamer, Saloon Passage £32.

NOTE—Particulars of Passage Rates by Cargo Steamers.

For further particulars, apply to—

THE BANK LINE, LTD.
(Tel. Central 750).

HOLYOAK, MASSEY & Co., Ltd., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"CITY OF ORAN" ... via Suez Canal ... 11th May.
"CANPA" ... via Suez Canal ... 21st May.
"KASAMA" ... via Suez Canal ... 31st May.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. HOLYOAK, MASSEY & Co., LTD., CANTON.

M.

MESSAGERIES MARITIMES

M.

SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at Hkgs. and Sailings for Shanghai and Japan	Probable Sailings from Hongkong for Marseilles
CHAMBORD	...	...	11th May
PAUL LECAT	...	...	18th May
ANDRE LEBON	27th Mar.	29th Apr.	25th May
AMBOISE	10th Apr.	12th May	8th June
CHANTILLY	24th Apr.	26th May	22nd June
ANGERS	8th May	9th June	8th July

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).

A CLASS 1st Class £2 9s. 6d. B CLASS 1st Class £2 8s. 6d.
STEAMERS 2nd £2 8s. 6d. STEAMERS 2nd £2 6s. 6d.
Through Tickets to London and Landing Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

"SI-NIANG" from DUNKIRK, LONDON & HAVRE is due to arrive End of May.
Sailings subject to alteration without notice.

For full Particulars, apply to—
MESSAGERIES MARITIMES CO.,
Telephone: Central 740. 8, QUEEN'S BUILDING.
2) CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG ... Capt. W. S. Turnbull ... 2nd May, at 1 p.m.
HAIKONG ... Capt. W. C. Pasmore ... Tuesday, 6th May, at 1 p.m.
HAIKONG ... Capt. Ellis Walker ... Friday, 9th May, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Baka Pie).

For Freight and Passage apply to—

DOUGLAS LAPEAUX & CO.,
General Manager.

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "SLAVIC PRINCE" ... 16th May.
S.S. "ROMAN PRINCE" ... 14th June.
S.S. "EASTERN PRINCE" ... 1st July.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 512.
Telegrams (Emprince)
(Incorporated in Great Britain)
St. George's Building.

P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KALYAN"	9,118	3rd May, Noon	Marseilles, London & Antwerp.
"MIEZAPORE"	8,715	16th May	Spore, Colombo & Bombay.
"PLASSY"	7,426	17th May	Mars, London & Antwerp.
"KASHGAR"	8,283	24th May	Spore, Colombo & B'way.
"SICILIA"	8,913	29th May	Mars, London & Antwerp.
"KASHGAR"	8,913	31st May	Spore, Penang, Colombo & B'way.
"SOUFAN"	6,686	2nd June	Mars, London & Antwerp.
"MOREA"	10,911	28th June	Spore, Penang, Colombo & B'way.
"KASHGAR"	8,913	12th July	Mars, London & Antwerp.
"SICILIA"	8,913	2nd July	Spore, Penang, Colombo & B'way.
"MALWA"	10,911	28th July	Mars, London & Antwerp.
"DEVANHA"	8,913	31st Aug.	do.
"KALYAN"	9,118	6th Sept.	do.
"KASHGAR"	8,913	20th Sept.	do.
"KASHGAR"	8,913	4th Oct.	do.
"MOREA"	10,911	18th Oct.	do.
"KASHGAR"	8,913	1st Nov.	Mars, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS

"TANDA" 4,858 6th May, 1 p.m. Singapore, Penang & Colombo.
"TAKADA" 5,949 28th May do.
"TORILLA" 5,305 13th June do.
"TALMA" 10,000 18th June Singapore, Penang & Calcutta.

EASTERN AND AUSTRALIAN SAILINGS (South)

"EASTERN" 4,000 28th May Manila, Sandakan, Thursday.
"ARAFURA" 6,000 2nd July Island, Townsville, Brisbane, Sydney & Melbourne.
"ST. ALBANS" 4,500 30th July do.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"EASTERN"	4,000	2nd May, 10 a.m.	Moji & Kobe.
"YAGPORE"	4,923	2nd May, Noon	Shanghai & Kobe.
"KASHGAR"	8,913	4th May, 5 p.m.	Shanghai, Moji & Kobe.
"SICILIA"	8,913	5th May	Moji & Kobe.
"KASHGAR"	8,913	16th May	Shanghai, Moji & Kobe.
"TORILLA"	5,305	18th May	Moji & Kobe.
"MOREA"	10,911	24th May	Shanghai, Moji & Kobe.
"TALMA"	10,000	30th May	Moji & Kobe.
"ARAFURA"	6,000	30th May	Moji & Kobe.
"SOUFAN"	6,686	7th June	Shanghai.
"KASHGAR"	8,913	11th June	Shanghai, Moji & Kobe.
"MALWA"	10,911	27th June	do.
"ST. ALBANS"	4,500	5th July	Moji & Kobe.
"SICILIA"	8,913	10th July	Shanghai, Moji & Kobe.
"DEVANHA"	8,913	11th July	Shanghai, Moji & Kobe.
"MANTUA"	10,911	23rd July	Moji & Kobe.
"EASTERN"	4,000	2nd Aug.	Moji & Kobe.
"KALYAN"	9,118	8th Aug.	Shanghai, Moji & Kobe.
"KASHGAR"	8,913	22nd Aug.	do.
"ARAFURA"	6,000	5th Sept.	do.
"MOREA"	10,911	6th Sept.	Moji & Kobe.
"KASHGAR"	8,913	19th Sept.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	3rd Oct.	Moji & Kobe.
"MALWA"	10,911	18th Oct.	Shanghai, Moji & Kobe.
"KASHGAR"	8,913	1st Nov.	do.
"EASTERN"	4,000	14th Nov.	Moji & Kobe.
"MANTUA"	10,911	15th Nov.	Shanghai, Moji & Kobe.
"KASHGAR"	8,913	29th Nov.	do.
"MALWA"	10,911	13th Dec.	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carriage steamer.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road Central, HONGKONG. Agents.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departures
SHANGHAI	"YINGCHOW"	On 2nd May, 4 p.m.
SHANGHAI	"WUHU"	On 4th May, 4 p.m.
SHANGHAI	"CHANGCHOW"	On 5th May, 4 p.m.
SWATOW & BANGKOK	"KWANGTUNG"	On 6th May, 4 p.m.
AMOY & SHANGHAI	"LIANGCHOW"	On 6th May, 4 p.m.
HAIPHONG	"YUNNAN"	On 7th May, 10 a.m.
SWATOW & SINGAPORE	"KUNGHOW"	On 7th May, 4 p.m.
SHANGHAI	"IOHANG"	On 7th May, 4 p.m.
SWATOW & SHANGHAI	"SUIYANG"	On 8th May, 10 a.m.
HOIHOW & BANGKOK	"TEAN"	On 8th May, 10 a.m.
HOIHOW & SINGAPORE	"CHIN HUA"	On 8th May, 10 a.m.
AMOY & SHANGHAI	"SUNNING"	On 9th May, 4 p.m.
SHANGHAI	"SZECHUEN"	On 10th May, 4 p.m.
TIENHSIN	"KUEIHOW"	On 10th May, 4 p.m.
AMOY, SWATOW & SINGAPORE	"TAMING"	On 10th May, 4 p.m.

SHANGHAI LINE—Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Peking), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 38.

Agents.

CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong from Australia	Leaves Hongkong for Manila, Sandakan, Thure. Is. & Aus. Ports.
"TAIWAN"	Is Port.	2nd May, 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to— BUTTERFIELD & SWIRE.
Telephone No. Central 38. Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "DACE CASTLE" ... Sails on or about 6th May.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (RUE).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "DUCHESSA D'AOSTA" ... Sails about 4th May.
S.S. "SILVIO PELLICO" ... Sails about 1st June.
S.S. "NIPPON" ... Sails about 3rd June.
S.S. "ROSANDRA" ... Sails about 3rd July.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "FIUME-L" ... Sails about 8th May.
S.S. "NUSSIDA" ... Sails about 11th May.
S.S. "AUSIA" ... Sails about 4th June.
S.S. "DUCHESSA D'AOSTA" ... Sails about 7th June.
S.S. "SILVIO PELLICO" ... Sails about 4th July.
S.S. "NIPPON" ... Sails about 8th July.
S.S. "ROSANDRA" ... Sails about 7th August.
* Cargo only.

NATAL LINE OF STEAMERS.

FOR CALCUTTA COLOMBO TO SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1030.

Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES

FROM HONGKONG BY DIRECT ROUTE
U.S.B. "West Chopaka" ... Leave Hongkong 22nd May
U.S.B. "West Faron" ... Leave Hongkong 24th May
U.S.B. "West Faron" ... Leave Hongkong 26th May
U.S.B. "West Faron" ... Leave Hongkong 28th May
U.S.B. "West Faron" ... Leave Hongkong 30th May
U.S.B. "West Faron" ... Leave Hongkong 1st June
U.S.B. "West Faron" ... Leave Hongkong 3rd June
U.S.B. "West Faron" ... Leave Hongkong 5th June
U.S.B. "West Faron" ... Leave Hongkong 7th June
U.S.B. "West Faron" ... Leave Hongkong 9th June
U.S.B. "West Faron" ... Leave Hongkong 11th June
U.S.B. "West Faron" ... Leave Hongkong 13th June
U.S.B. "West Faron" ... Leave Hongkong 15th June
U.S.B. "West Faron" ... Leave Hongkong 17th June
U.S.B. "West Faron" ... Leave Hongkong 19th June
U.S.B. "West Faron" ... Leave Hongkong 21st June
U.S.B. "West Faron" ... Leave Hongkong 23rd June
U.S.B. "West Faron" ... Leave Hongkong 25th June
U.S.B. "West Faron" ... Leave Hongkong 27th June
U.S.B. "West Faron" ... Leave Hongkong 29th June
U.S.B. "West Faron" ... Leave Hongkong 1st July
U.S.B. "West Faron" ... Leave Hongkong 3rd July
U.S.B. "West Faron" ... Leave Hongkong 5th July
U.S.B. "West Faron" ... Leave Hongkong 7th July
U.S.B. "West Faron" ... Leave Hongkong 9th July
U.S.B. "West Faron" ... Leave Hongkong 11th July
U.S.B. "West Faron" ... Leave Hongkong 13th July
U.S.B. "West Faron" ... Leave Hongkong 15th July
U.S.B. "West Faron" ... Leave Hongkong 17th July
U.S.B. "West Faron" ... Leave Hongkong 19th July
U.S.B. "West Faron" ... Leave Hongkong 21st July
U.S.B. "West Faron" ... Leave Hongkong 23rd July
U.S.B. "West Faron" ... Leave Hongkong 25th July
U.S.B. "West Faron" ... Leave Hongkong 27th July
U.S.B. "West Faron" ... Leave Hongkong 29th July
U.S.B. "West Faron" ... Leave Hongkong 31st July

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND PORTS.

TO SAN FRANCISCO DIRECT.

U.S.B. "Las Vegas" ... Leave Hongkong 2nd May
U.S.B. "Las Vegas" ... Leave Hongkong 6th May

TO MANILA, CEBU AND ZAMBOANGA.

U.S.B. "West Carmona" ... Leave Hongkong 20th May
U.S.B. "West Carmona" ... Leave Hongkong 22nd May
U.S.B. "West Carmona" ... Leave Hongkong 24th May
U.S.B. "West Carmona" ... Leave Hongkong 26th May
U.S.B. "West Carmona" ... Leave Hongkong 28th May
U.S.B. "West Carmona" ... Leave Hongkong 30th May
U.S.B. "West Carmona" ... Leave Hongkong 1st June
U.S.B. "West Carmona" ... Leave Hongkong 3rd June
U.S.B. "West Carmona" ... Leave Hongkong 5th June
U.S.B. "West Carmona" ... Leave Hongkong 7th June
U.S.B. "West Carmona" ... Leave Hongkong 9th June
U.S.B. "West Carmona" ... Leave Hongkong 11th June
U.S.B. "West Carmona" ... Leave Hongkong 13th June
U.S.B. "West Carmona" ... Leave Hongkong 15th June
U.S.B. "West Carmona" ... Leave Hongkong 17th June
U.S.B. "West Carmona" ... Leave Hongkong 19th June
U.S.B. "West Carmona" ... Leave Hongkong 21st June
U.S.B. "West Carmona" ... Leave Hongkong 23rd June
U.S.B. "West Carmona" ... Leave Hongkong 25th June
U.S.B. "West Carmona" ... Leave Hongkong 27th June
U.S.B. "West Carmona" ... Leave Hongkong 29th June
U.S.B. "West Carmona" ... Leave Hongkong 1st July
U.S.B. "West Carmona" ... Leave Hongkong 3rd July
U.S.B. "West Carmona" ... Leave Hongkong 5th July
U.S.B. "West Carmona" ... Leave Hongkong 7th July
U.S.B. "West Carmona" ... Leave Hongkong 9th July
U.S.B. "West Carmona" ... Leave Hongkong 11th July
U.S.B. "West Carmona" ... Leave Hongkong 13th July
U.S.B. "West Carmona" ... Leave Hongkong 15th July
U.S.B. "West Carmona" ... Leave Hongkong 17th July
U.S.B. "West Carmona" ... Leave Hongkong 19th July
U.S.B. "West Carmona" ... Leave Hongkong 21st July
U.S.B. "West Carmona" ... Leave Hongkong 23rd July
U.S.B. "West Carmona" ... Leave Hongkong 25th July
U.S.B. "West Carmona" ... Leave Hongkong 27th July
U.S.B. "West Carmona" ... Leave Hongkong 29th July
U.S.B. "West Carmona" ... Leave Hongkong 31st July

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.
TO SINGAPORE, ZAMBOANGA, CEBU AND MANILA.
U.S.B. "West Montop" ... Leave Hongkong 28th June
U.S.B. "West Montop" ... Leave Hongkong 10th June

FOR FULL INFORMATION, APPLY TO
STRUTHERS AND BARRY,
1st Floor, Queen's Building,
General Agent for
JAPAN, CHINA, PHILIPPINES,
INDO-CHINA, STRAITS & JAVA.
C. P. BRADFORD,
Res. Agent.

